

Appendix D

Environmental review of climate plan



**ADDENDUM TO PROGRAM ENVIRONMENTAL IMPACT REPORT
for the Plan Santa Barbara General Plan Update (SCH 2009011031)
FOR: CITY OF SANTA BARBARA CLIMATE ACTION PLAN**

June 18, 2012

The June 2012 Draft Climate Action Plan (CAP) identifies strategies for reducing carbon emissions and planning for adaptation to climate change. The CAP was prepared in accordance with directives of the City General Plan and State legislation AB 32 (Global Warming Solutions Act, 2006) and SB 375 (Sustainable Communities and Climate Protection Act, 2008). The CAP strategies incorporate and augment General Plan policies and programs previously studied in the citywide General Plan Program EIR (EIR) and do not raise new environmental issues. This EIR Addendum adds to the EIR analysis of climate change effects, documenting the CAP analysis that establishes citywide climate change impacts as less than significant with mitigation (Class 2 impact).

EIR ADDENDUM PROCEDURES

This environmental impact report (EIR) Addendum is prepared in accordance with State CEQA Guidelines Sections 15168 (Program EIR) and 15164 (Addendum to an EIR).

Section 15168 provides that a Program EIR may be prepared on a series of actions characterized as one large project, such as a citywide General Plan update. This allows for a comprehensive consideration of policies and effects, and avoids later duplicative environmental analysis. When subsequent implementing actions are undertaken, the activities may be approved as within the scope of the Plan covered by the Program EIR when no new significant effects would occur.

Section 15164 provides that an Addendum to a previous EIR may be prepared to document changes that make the prior EIR adequate for the current project when the changes are not associated with new significant impacts or substantial increases in previously identified impacts.

The Guidelines provide that an EIR Addendum need not be circulated for public review, but is attached to the EIR. The decision-making body (City Council) considers the Addendum together with the certified EIR in making a decision on the project.

PRIOR ENVIRONMENTAL DOCUMENT

The Program Environmental Impact Report (EIR) for the 2011 General Plan update was certified by the Planning Commission in September 2010 and by City Council in December 2011.

The General Plan Program EIR evaluated citywide effects on the environment from incremental growth to the year 2030 under General Plan policies and programs. The General Plan

contemplates growth by the year 2030 of up to 1.5 million square feet of net additional commercial and other non-residential development and up to 2,800 additional housing units.

Class 1 Impacts

The EIR analysis identified significant traffic and climate change impacts that could not be fully mitigated (Class 1 impacts) from General Plan policies and citywide incremental growth to the year 2030. An increase from 13 to 20-26 roadway intersections at 77% or greater volume-to-capacity ratio was identified. Citywide greenhouse gas emissions were projected as increasing and therefore potentially not meeting State AB 32 emission targets for 2020 and then-undefined SB 375 regional targets.

The EIR also identified that these traffic and climate change impacts could potentially be substantially reduced with implementation of a robust expansion of transportation demand management measures including parking pricing. These mitigation measures were included in the General Plan but City Council found that providing an upfront commitment as to the extent and method and timing of implementation was not feasible. As such, full mitigation credit was not given for the purpose of CEQA impact analysis. In adopting the General Plan, the City Council adopted findings of overriding consideration that the benefits of the Plan outweighed these potential significant impacts, thereby finding these impacts to be acceptable.

Class 2 Impacts

The EIR analysis identified the following potentially significant impacts that could be mitigated to less than significant levels (Class 2 impacts): air quality (*diesel emissions*); biological resources (*upland and creek/riparian habitats and species*); geological conditions (*sea cliff retreat*); heritage resources (*effects of development on historic resources*); hydrology (*extended range sea level rise*); noise (*transportation noise*); open space (*loss or fragmentation of open space*); public utilities (*solid waste management*); and transportation (*intersections with mitigation; roadway corridor congestion*).

Identified mitigation measures associated with these impacts were incorporated into the General Plan as policies and programs.

Class 3 Impacts

The EIR analysis concluded that with policies and programs already in place, the following other impacts would be less than significant (Class 3 impacts): air quality (*consistency with Clean Air Plan for air quality standards; construction emissions*); biological resources (*grasslands; coastal resources; individual specimen trees*); geological conditions (*seismic, geologic, soil hazards*); hazards (*accident risks, wildfire; hazardous materials*); heritage resources (*archeological and paleontological resources*); hydrology and water quality (*development in floodplains and near creeks; storm water runoff; water quality of creeks, groundwater, coastal and marine water*); noise (*noise guidelines; mixed use nuisance noise; construction noise*); open space and visual resources (*scenic views; community character; lighting*); public services (*police; fire protection; parks and recreation; schools*); public utilities (*water supply, wastewater treatment*); transportation (*reduction in per capita vehicle commute trips – Class 4 beneficial*).

Additional Environmental Analysis

The EIR also included detailed analysis of impacts associated with energy, climate change (both greenhouse gas emissions contributing to climate change, and climate change effects on the City), population and jobs/housing balance, and socioeconomic issues.

CHANGES IN ENVIRONMENTAL CIRCUMSTANCES

No substantial changes in environmental circumstances on the ground have occurred since the December 2011 General Plan adoption and EIR certification.

Legislative provisions and agency guidance pertaining to analysis of climate change impacts have been undergoing a gradual evolution within the State over the past seven years. Legislative actions have been taken toward reducing statewide greenhouse gas emissions in accordance with AB 32 targets (e.g., vehicle emission standards; renewable energy portfolio targets; emissions cap-and trade program; fuel standards, etc.). The California Air Resources Board (CARB) and other agencies and organizations in the State have refined guidance for methodologies and assumptions used in preparing community greenhouse gas inventories and forecasts.

The CARB established regional per capita vehicle greenhouse gas emission targets for Santa Barbara County in 2020 and 2030. These targets have been added to the State AB 32 statewide 2020 total emissions target as measures of impact significance for citywide greenhouse gas emissions.

CURRENT PROJECT DESCRIPTION

The 2011 General Plan update included many policies and programs that promote sustainability and address climate change, including measures that would reduce carbon emissions that contribute to climate change, and measures to plan for adaptation to climate change. The General Plan update included policy ER1.1 which directs the preparation of a comprehensive climate action plan.

The Climate Action Plan strategies incorporate many General Plan policies and programs that address climate change, and include additional strategies providing further detail and implementation actions (see Attachment 1, Summary of Climate Plan Strategies).

PROJECT IMPACTS AND MITIGATIONS

Climate Change Impacts

Revised Greenhouse Gas Emissions Impact

The Program EIR used the State AB 32 target of reducing greenhouse gas emissions to 1990 levels as an impact significance threshold for CEQA analysis of citywide climate change impacts of policies and growth under the General Plan. The EIR conclusion that citywide greenhouse gas emissions could increase and might not meet the State 2020 emissions target was identified as a significant environmental impact of the Plan (Class 1).

Part of preparation of the Climate Action Plan included refinement of the estimates of citywide greenhouse gas emissions inventories and forecasts initially identified in the Program EIR. It is

expected that these inventories and forecasts will be periodically updated over the coming decades to monitor progress toward emission targets.

The refined emissions forecasts continue to use the General Plan growth assumptions and Program EIR traffic model. Changes in the refined inventories and forecasts reflect State legislative actions to reduce greenhouse gas emissions statewide, as well as City measures now in place. The regional 2020 and 2030 vehicle emissions targets established by the State for Santa Barbara County (2005 levels) have been added as a measure of impact significance for citywide greenhouse gas levels, along with the AB 32 2020 target for total emissions (1990 levels).

The refined inventories and forecasts also reflect newer standard assumptions for emissions from vehicle through-trips and aircraft that have been developing across the State, are recommended by the CARB, and agreed to by staff of the City, County of Santa Barbara, and Santa Barbara County Association of Governments. The earlier inventories and projections in the Program EIR used more conservative assumptions for vehicle trips that counted emissions for entire trips within the City inventories. The refined inventories and forecast estimates split the assignment of emissions among jurisdictions for trips crossing boundaries, such as commuter trips. Aircraft emissions associated with a regional airport are not recommended for inclusion in a community inventory due to federal preemption of control over flights.

The refined greenhouse gas emissions inventories and forecasts in the Climate Action Plan present past levels used in the State targets (1990, 2005), baseline and present levels (2007, 2010), and forecasted future levels (2020, 2030), both without the Climate Plan measures and with the Climate Plan measures (see Addendum Attachment 2, and Climate Plan Appendix A). The analysis identifies substantially lower citywide greenhouse gas levels than were identified in the Program EIR. Baseline (2007) and current (2010) levels are shown to already meet the State targets for total emissions (1990 levels) and per capita vehicle emissions (2005 levels). The forecasted emissions are shown to continue to meet these targets in the years 2020 and 2030. As such, based on this impact significance threshold, climate change impacts of the General Plan and Climate Action Plan are determined to be less than significant (Class 2).

Climate Change Effects on the City

The Program EIR identified potential future effects on the City from climate changes such as temperature rise, less rainfall, and sea level rise. These may include effects on water supply, coastal erosion, flood hazard, wildfire, public health, energy demand, and local economies. The Climate Action Plan provides a similar analysis consistent with the EIR, and provides additional analysis of sea level rise (see Climate Plan Appendix B). The General Plan identified policies and programs for planning adaptation of the City to climate changes. These policies and programs are incorporated into the Climate Plan strategies, along with some additional detail and implementation actions. No new environmental effects are identified.

Other Environmental Impacts

The majority of the strategies in the Climate Plan are policies and programs directly from the General Plan that were evaluated in the Program EIR. Additional strategies in the Climate Plan represent added detail and implementation measures consistent with the General Plan policies and which would further benefit reduction of greenhouse gases or planning for adaptation to

climate change. These additional strategies have been reviewed and found to present no new significant impacts beyond the citywide impacts identified in the Program EIR and summarized above.

CEQA FINDING

This Addendum identifies the Climate Action Plan project and reductions to climate change impacts previously identified in the Program EIR.

Based on the Addendum review of the Climate Action Plan, in accordance with State CEQA Guidelines Section 15612 no Subsequent Negative Declaration or Environmental Impact Report is required for the project because the project description, impacts, and mitigations do not involve new significant impacts or a substantial increase in the severity of impacts previously identified in the General Plan Program EIR.

This Addendum, together with the certified Program EIR, constitutes adequate environmental documentation in compliance with CEQA for the Climate Action Plan.

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Attachment

1. Summary of Climate Action Plan Strategies
2. Carbon Emission Targets and Summary of Past, Present, and Forecasted Future Citywide Carbon Emissions

Attachment 1

SUMMARY OF CLIMATE ACTION PLAN STRATEGIES

June 18, 2012

CLIMATE PLAN STRATEGIES FROM GENERAL PLAN (General Plan (GP) policy numbers are noted)	NEW CLIMATE PLAN STRATEGIES
Carbon Reduction Strategies	
<i>Energy Efficiency</i>	
1-Energy efficient City facilities (GP ER5.2)	2-Recreational field lighting efficiency
3-Energy efficient buildings (GP ER5.1)	4-Energy efficient buildings – further actions
5-Green building (GP ER3, 3.1)	
<i>Renewable Energy Measures</i>	
8-Community choice aggregation (GP ER6.1)	6-Hydroelectric plant recommissioning
9-Alternative/advanced fuel (GP ER6.2)	7-Solar voltaic project at Airport
10-Alternative fuel infrastructure (GP ER6.3)	
11-Wind generators (GP ER6.4)	
12-Renewable energy technologies (GP ER6.5)	
13-Solar energy (ER6.6)	
<i>Travel and Land Use</i>	
16-Mixed land use policies (2011 GP)	14-Fleet vehicles
17-Sustainable neighborhood plans (LG15.1)	15-City employee travel changes
21-Pedestrian infrastructure (GP C1.1)	18-Experimental development techniques
22-Bicycle infrastructure (GP C1.1)	19-Complementary land uses
23-Personal transportation (GPC1.2)	20-Electric vehicle charging stations
24-Intermodal connections (GPC1.3)	36-Street widths
25-Optimize roadway flow, safety (GP C1.4)	
26 Mid-block improvements (GP C1.4)	
27-Regional, commuter transportation (GP C2)	
28-Vehicle speeds (GP C3)	
29-Bus pull-out right-of-way (GP C4)	
30-Circulation improvements (GP C6)	
31-Transit passes (GPC6.3)	
32-Parking policies (C6.4, C6.5, C7)	
33-Car-pooling, telecommuting (C6.7)	
34-Car-sharing (C6.8)	
35-Development impact fees (GP EF26, C1.1)	
37-New development vehicle emissions (GP ER1.2)	
38-Marine shipping emission (GP ER9)	

SUMMARY OF CLIMATE ACTION PLAN STRATEGIES (continued)

CLIMATE PLAN STRATEGIES FROM GENERAL PLAN		NEW CLIMATE PLAN STRATEGIES	
(General Plan (GP) policy numbers are noted)			
Carbon Reduction Strategies (cont.)			
Vegetation			
41-Tree, landscaping protection (GP Er11-11.3)		39-Tree planting	
42-Urban heat island effect (GP Er1.3)		40-Street trees	
43-Regional open space preservation (GP OP2.3)			
Waste Reduction			
44-City business purchasing guidelines (GP PS8.5)		45-City facilities recycling	
48-Waste-to-energy facility at landfill (GP PS8.4)		46-Electronic processes	
51-Waste audit information for businesses (GP PS8.5)		47-City coordination with region	
52-Recycling education campaigns (GP PS8.5)		49-Community waste diversion goal	
53-Single-use materials, packaging (GP PS8.5)		50-Regional material recovery facility	
54-Business & multi-family recycling (GP PS8.5)		57-School waste diversion	
55-Construction waste hauling (GP PS8.5)		61-Additional green waste capacity	
56-Increased recyclables sorting (GP PS8.5)		62-Additional recycling in public places	
58-Materials reuse/recycling information (GP PS8.2)		63-Additional composting	
59-Building space guidelines for waste (GP PS8.3)		64-Single-use bag reduction	
60-Additional recycling materials (GP PS8.5)			
Water Conservation			
65-Community water conservation (GP PS6.1)		66-City facilities water conservation	
67-Recycled water (GP PS6.2)			
68-On-site water storage and reuse (GP PS6.3)			
Adaptation to Climate Change Strategies			
Climate Change Adaptation Planning			
		69-Planning for adaptation	
		70-Coordination of climate planning efforts	
Emergency Preparedness			
71Emergency response strategies (GP ER2)		75-Community resilience planning	
72-Emergency workforce (GP PS11)			
73-Public education for emergencies (GP PS11.2)			
74-Planning for people with disabilities (GP PS12)			
Wildfire, Flooding, and Water quality			
76-Limit development in fire hazard areas (GP LG6.5)			
77-Fire prevention, creek restoration (GP PS13)			
78-Water system improvements (GP PS14)			
79-Private water supplies (GP PS15)			
80-Floodplain mapping update (GP ER16.3)			
81-Creek resources, water quality (GP ER15.4)			

SUMMARY OF CLIMATE ACTION PLAN STRATEGIES (continued)

CLIMATE PLAN STRATEGIES FROM GENERAL PLAN (General Plan (GP) policy numbers are noted)	NEW CLIMATE PLAN STRATEGIES
Adaptation to Climate Change Strategies (cont.)	
<i>Coastal vulnerability and adaptation planning</i>	
84-Incorporate adaptation in development (ER4,4.1)	82-Monitoring, analysis of sea level rise
85-Sea level rise adaptation (GP ER4.2)	83-Sea level rise risk, vulnerability analysis
87-Bluff retreat guidelines (GP PS10)	86-Future inundation
89-Shoreline management plan (GP PS10.3)	88-Cliff erosion policies
	90-Beach erosion policies
	91-Coastal ecosystems study
<i>Public Services</i>	
92-Water supply planning (GP PS4)	
93-Regional cooperation on water supply (GP PS7)	
94-Local food cultivation (GP ER18-22)	
95-Community gardens (GP OP1.5, ER21-22)	
96-Regional agriculture (GP ER23)	
<i>Biological Resources</i>	
97-Wildlife, coastal, native plant habitats (ER12-12.5)	
98-Open space connectivity (GP OP1.2, 2, 2.3, ER13)	
99-Creek setbacks, protection, restoration (ER17-17.4)	
<i>Local Economies</i>	
	100-Coordinate with local business sectors

Attachment 2

Summary of Carbon Emissions Targets and Past, Baseline, and Forecasted Future Citywide Carbon Emissions

June 18, 2012

Summary of Santa Barbara Carbon Emissions Inventory and Forecasts	
Forecast Scenario	Annual Emissions (Metric tons CO ₂ e)
<i>Citywide Total Emissions – Year 2020 (AB 32 Target)</i>	
2007 citywide emissions inventory (baseline)	719,833
2020 target for total emissions (1990 level)	724,388
2020 emissions forecast –“business as usual” (with General Plan growth)	861,326
Emissions reductions needed to meet 2020 target	-136,938
Emissions reductions from State legislative measures	-179,580
2020 emissions forecast with State reductions	681,746
Emissions reductions from City climate plan	-138,561
2020 emissions forecast with State and City climate plan reductions	543,185
<i>Per Capita Vehicle Emissions – Year 2020 (SB 375 Target)</i>	
2020 population forecast	92,064
2020 target for per capita on-road vehicle emissions (2005 level)	4.413/person
2020 vehicle emissions forecast – business as usual	5.965/person
Vehicle emissions reduction needed to meet 2020 target	-1.552/person
Vehicle emissions reductions from State legislative measures	-1.693/person
2020 vehicle emissions forecast – with State reductions	4.272/person
Vehicle emissions reduction from City climate plan	-1.176/person
2020 vehicle emissions forecast – with State and City reductions	3.096/person
<i>Per Capita Vehicle Emissions – Year 2030 (SB 375 Target¹)</i>	
2030 population forecast	95,110
2030 target for per capita on-road vehicle emissions (2005 level)	4.413/person
2030 vehicle emissions forecast - business as usual	6.525/person
Vehicle emissions reduction needed to meet 2030 target	-2,112/person
Vehicle emissions reductions from State legislative measures	-2.559/person
2030 vehicle emissions forecast with State reductions	3.966/person
Vehicle emissions reductions from City climate plan measures	-2.123/person
2030 vehicle emissions forecast with State & City Climate Plan reductions	1.843/person

¹ The City climate plan has a planning horizon to 2030. The 2030 vehicle emissions target is a proxy for meeting the regional 2035 vehicle emissions target.

